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AIRSPACE USERS SUGGEST WAYS TO RELIEVE SYSTEM CONGESTION

Representatives of airline, general aviation and Defense Department aviation user groups have presented Federal Aviation Administration officials with a number of proposals for both short- and long-term actions to relieve increasing congestion and delays in the nation's air traffic control system. Proposals were developed during three days of meetings last week that involved about 40 persons.

The "think-tank" group was established by FAA Administrator Donald Engen last month *(BA, June 25/203).* FAA said Friday it is still reviewing the proposals, but noted that participants "agree that some immediate corrective actions are desirable." Proposals suggested include: permitting more aircraft in holding patterns near destination airports; revising airline schedules to alleviate congestion attributable to hub and spoke operations; stricter enforcement of hourly quotas at the most heavily congested airports; increasing the number of controllers; modification of flow control procedures; establishment of additional en route control sectors within ATC facilities; and, reductions in spacing requirements between aircraft, both en route and in terminal areas.

One participant in the sessions told *BA* there were a wide range of suggestions, but no revolutionary ideas that would quickly resolve the current situation. He said FAA officials appear to be sincere in wanting to do something to reduce delays, but indicated that any changes will likely come in a series of small steps rather than in a major breakthrough. FAA is expected to review the "think-tank" suggestions for about 30 days before reconvening the group.

WESTCHESTER AUCTION DELAYED BY AIR FLORIDA BANKRUPTCY FILING

Plans by Westchester County officials to auction off terminal space at the Westchester County Airport in White Plains, N.Y. have been delayed indefinitely as a result of Air Florida's bankruptcy filing on July 3. County officials originally wanted interested carriers to submit bids for terminal space by Aug. 1 but they have now been advised by their attorneys to suspend that process. Problem involves an affiliate company of the bankrupt airline, Air Florida Systems. That firm is continuing to provide ground handling services at the White Plains airport and a Westchester County official said the key to the auction proceeding is the termination of all existing terminal leases at the airport. The lease with the Air Florida affiliate cannot be terminated because of a stay issued by the federal bankruptcy court.

The county last Wednesday sent a letter to Federal District Judge Edwin Weinfeld, who handled Midway Airline's original suit against the airport that resulted in adoption of the auction plan *(BA, May 21/161).* The county told Weinfeld it wants to proceed with the auction, but cannot, because of the stay issued by the bankruptcy court, and asked Weinfeld for instructions on how to proceed. If approved by Weinfeld, the county may ask the bankruptcy court to modify its original stay in order to permit it to terminate the lease with Air Florida Systems and proceed with the auction.

LEARJET FORMS HIGH TECH DIVISION AS PART OF DIVERSIFICATION PLAN

Gates Learjet Corp. is forming a new high technology division as part of the company's efforts to diversify into the defense and space industries. The new division, to be called the Gates Learjet Aerospace

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY -- JUNE UNIT SHIPMENTS

		June 84	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	6	15	18
BE-V35B	Bonanza	0	4	4
BE-A36	Bonanza	12	56	75
BE-B36TC	Bonanza	2	26	42
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	0	2	2
BE-58	Baron	6	27	37
BE-58TC	Baron	0	0	1
BE-58P	Baron	3	14	16
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	6	14
BE-C90-1	King Air	4	13	15
BE-F90-1	King Air	3	9	16
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	18	33
BE-200C	Super King Air	0	0	1
BE-300	Super King Air	2	3	3
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	3	12	12
TOTAL		44	216	310
Manufacturers net billing - $22,839,785				
* 5 military deliveries of BE-200Cs have been subtracted				
BRITISH AEROSPACE				
• Multi-Engine				
BAe	Jetstream 31	3	11	14
HS-748		0	0	3
BAe 146-100		0	1	4
BAe 146-200		2	3	4
HS-125-700	Model A	0	2	4
HS-125-700	Model B	1	4	6
HS-125-800	Model A	1	2	2
HS-125-800	Model B	1	1	1
TOTAL		8	24	38
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2	Islander	1	2	5
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		1	6	16
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	*	2	2
CL-601	Challenger	*	7	15
TOTAL		*	9	17
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		0	22	23
CE-A152	Aerobat	0	0	1
CE-172	Skyhawk	3	64	104
CE-172	Cutlass	1	5	8
CE-172RG	Cutlass	0	3	13
CE-182	Skylane	8	37	57
CE-182	Turbo Skylane	1	3	3
CE-182RG	Skylane RG	1	8	14
CE-182RG	Turbo Skylane RG	0	7	7
CE-185	Skywagon	0	9	15
CE-U206	Stationair 6	4	25	33
CE-TU206	Turbo Stationair 6	4	19	24
CE-207	Stationair 8	3	8	11
CE-TU207	Turbo Stationair 8	0	0	1
CE-210	Centurion	1	15	20
CE-T210	Turbo Centurion	4	33	37
CE-P210	Pressurized Centurion	1	10	24
CE-188	AgHusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	7	19	27
CE-335		0	0	0
CE-340		1	7	8
CE-402		0	3	7
CE-404	Titan	0	0	0
CE-414	Chancellor	1	9	11
CE-421	Golden Eagle	0	2	3
CE-425	Conquest I	0	8	16
CE-441	Conquest II	0	2	12
CE-500	Citation I	0	2	4
CE-550	Citation II	1	18	28
CE-650	Citation III	6	24	31

		June 84	Cal. Year	Fisc. Year
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		0	2	2
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	0	3	4
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		47	373	560
Manufacturers net billing - $36,420,858				
AVIONS-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	1	4	6
AD-My.50	Falcon	2	9	9
TOTAL		3	13	16
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	7	8
DHC-7		2	7	9
TOTAL		4	14	17
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	1	8	12
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	7	12
EMB-712	Tupi (PA-28-181 Archer II)	1	3	4
EMB-720	Minuano (PA-32-310 Saratoga)	1	5	6
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	5	5
• Multi-Engine				
EMB-110	Bandeirante	0	4	13
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	3	15	21
EMB-820	Chieftain	0	1	1
TOTAL		9	48	82
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	7
Fairchild 300		0	1	1
Merlin IV-C		0	2	3
Metro III		1	5	17
Expediter		0	0	5
TOTAL		1	10	33
Manufacturers net billing - $1,961,000				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	2	10
LR-36A		1	1	1
LR-55		1	8	19
TOTAL		3	11	32
(Exports: 1 LR-35A to United Kingdom)				
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	4	19	28
AE-840	Turbo Commander	0	0	1
AE-900	Commander 900	2	4	13
AE-980		0	0	0
AE-1000		0	2	5
TOTAL		6	25	47
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	1	2	10
TOTAL		1	4	18

		June 84	Cal. Year	Fisc. Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		2	10	19
LA-250	Renegade	2	6	7
TOTAL		4	16	26
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		4	11	11
M-5-200		0	0	1
M-5-235C	Lunar Rocket	0	1	3
M-6-235		0	4	4
TOTAL		4	16	19
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	3	10	12
TOTAL		3	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	0	2
Diamond		3	10	18
TOTAL		3	10	20
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	4	35	55
M-20K	231	5	23	51
TOTAL		9	58	106
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	11	57	94
PA-28-181	Archer II	11	55	79
PA-28-236	Dakota	5	15	22
PA-28RT-201	Arrov IV	0	0	0
PA-28RT-201T	Turbo Arrov IV	0	13	21
PA-32-301	Saratoga	3	10	13
PA-32-301T	Turbo Saratoga	0	3	5
PA-32R-301	Saratoga SP	4	11	24
PA-32R-301T	Turbo Saratoga SP	1	14	23
PA-46-310P	Malibu	11	44	54
• Multi-Engine				
PA-31-310	Navajo	1	2	2
PA-31-325	Navajo C/R	0	4	5
PA-31-350	Chieftain	0	13	21
PA-31P-350	Mojave	0	12	22
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	1	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	1	2	7
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	1	9	12
PA-34-220T	Seneca III	10	46	74
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	1	7	7
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	0	5	5
PA-700P	Aerostar	0	5	6
PA-T1020		0	0	7
PA-T1040		0	2	3
TOTAL		61	336	527
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		1	3	3
SD-3-60		3	16	25
TOTAL		4	20	29
SINGLE-ENGINE		123	736	1,111
MULTI-ENGINE		92	483	814
GRAND-TOTAL		215	1,219	1,925

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	June			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	44	56	44	216	210	342	310	312	620
British Aerospace	8	0	2	24	7	12	38	14	22
Britten-Norman	1	1	1	6	6	11	16	12	19
Canadair	*	*	*	9	*	*	17	*	*
Cessna	47	107	197	373	625	1,292	560	963	2,218
Dassault	3	6	4	13	18	34	16	39	51
de Havilland	4	*	*	14	7	*	17	15	*
Embraer	9(1)	4(2)	15(5)	48(12)	41(13)	108(32)	82(32)	74(27)	156(49)
Fairchild	1	2	4	10	7	25	33	26	61
Gates	3	6	17	11	17	55	32	45	99
Gulfstream	6	5	6	25	27	43	47	58	87
Israel	1	1	2	4	4	18	18	4	27
Lake	4	2	2	16	13	7	26	21	17
Maule	4	3	6	16	23	23	19	32	30
Maule Air Inc.	3	*	*	10	*	*	12	*	*
Mitsubishi	3	3	3	10	18	8	20	40	20
Mooney	9	11	10	58	69	99	106	120	171
Piper	61	52	62	336	356	587	527	623	1,056
Short	4	3	3	20	17	10	29	20	13
TOTAL	215	262	378	1,219	1,466	2,676	1,925	2,419	4,676

Parentheses show actual Embraer deliveries, not including aircraft kits.
* Figures not available.
** Fiscal year October 1 - September 30.